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ESTABLISHED 1857

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No. 15,140. 號十四百一千五萬一第 日三初月九年二十三光緒 BONGK(NG. SATURDAY, OCTOBER 20TH, 1906. 大拜禮 號十二月十年六零百九千一英港香 PRICE, \$3 PER MONTH.

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WINE AND SPIRIT MERCHANTS.  
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In Bags 250 lbs. net \$2.70 per bag ex Factory.  
**SHEWAN TOMES & CO.,**  
General Managers.  
Hongkong, 3rd October, 1906. [a]223

**A TACK & CO.,**  
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**H**AVE Just Unpacked a large Assortment  
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**BOOTS AND SHOES.**  
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OF THE LATEST DESIGNS.

**PRICES VERY MODERATE.**  
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Hongkong, 26th September, 1906. [39]

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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 10 minutes.  
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Extra cars at 11.30 p.m. and 11.45 p.m.  
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9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 5.00 p.m. ... Every 10 minutes.  
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
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Hongkong, 27th August, 1906. [1824]

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Office 1 & 2, Beaconsfield Arcade.  
Hongkong, 15th October, 1906. [1919]

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excepted to receive and deliver perishable goods.  
**W. P. LANE, Manager.**  
Hongkong, 18th November, 1901. [47]

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FOR COAL, TIMBER, &c.  
**TO BE LET,** a Portion of MARINE LOT  
No. 235, NORTH POINT, Suitable  
for above Purpose. EXTENSIVE WATER  
FRONT. DEEP WATER.  
Also FOR SALE.  
Portions of MARINE LOTS Nos. 31 & 36  
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3,000 SQUARE FT. 999 YEARS' LEASE.  
For Particulars, apply—  
**GEO. FENWICK & Co., Ltd.**  
Hongkong, 8th June, 1906. [163]

**DENTAL SURGEON,**  
**G. DE PERINDORGE.**

**DIPLOMA: PARIS.**  
LATEST IMPROVEMENTS, INCLUDING  
PORCELAIN FILLINGS.  
**HOTEL MANSIONS,**  
**PEDDER STREET.**

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ARE THE BEST OBTAINABLE ON THIS MARKET.

TRY—  
**AQUARIUS WATER IN QTS., PTS. & SPLITS.**  
SILENT WATER,  
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BELFAST GINGER ALE,  
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**CALDBECK, MACGREGOR & CO.,**  
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**THE LAHMEYER ELECTRICAL CO., LD.,**  
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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
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"	O. P. & CO'S SPECIAL		
"	BLEND		10.50
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BENEDICTINE, D.O.M.			40.50

THE ABOVE EXCLUSIVELY SHIPPED TO  
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**PEERLESS SCOTS WHISKIES**  
OF  
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3 Star, SPECIAL—The finest of all "Fog" WHISKIES at ... \$13.00  
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Stop drinking rank, smoky stuff, because "it comes through the SOLE."  
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor.  
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**WE ARE NOW SHOWING**

**SPECIAL LINES OF**

**THIN TWEEDS & FLANNELS**

**FOR EARLY AUTUMN WEAR**

**PRICE \$35 THE SUIT.**

**LANE, CRAWFORD & CO.**  
Hongkong, 1st August, 1906. [a]33

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THE LEADING MINERAL WATER OF THE EAST.  
THE HIRANO MINERAL WATER CO., LD. KOBE.  
AGENTS: **F. BLACKHEAD & CO.**  
Hongkong, 16th August, 1905. [1688]

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BILLIARD TABLE MAKERS,  
BOMBAY.

**UNDERTAKE** to Supply a First-class Full Sized BILLIARD TABLE, design  
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toes, with lever for travelling, complete with the following accessories:—

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| 1 Best Spirit Level.                    | 1 Box Silk Spots.                               |
| 1 Smoothing Iron with Shoe.             | 2 Dozen Best White Chalk.                       |

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Rs. 1,400 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiards  
can be had on application from the Offices of this paper.

Hongkong, 1st April, 1904. [798-1]

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Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.  
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**SOLE AGENTS** for Hokkaido, Sendai, Kanagawa, Fukuoka, Yamaguchi, Matsuyama, Oosaka,  
Osaka, Suwayama, Tsushima, Yashimoto, Yashiki, Yashiki, Yashiki, Yashiki, Yashiki, Yashiki,  
112 **S. TANAKA, Manager, Hongkong.**

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Beyond the Rocks, by Eleanor Glynn ... \$1.75  
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**NEW STOCK OF PRAYER BOOKS,**  
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**TENNIS RACKETS,**  
**TENNIS BALLS.**  
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AC, AC. [a]32

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**WHITE HORSE CELLAR**  
THE UNRIVALLED SCOTCH WHISKY.

**\$14.00 PER DOZEN.**  
**LANE, CRAWFORD & CO.**  
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**FULL ACCOUNT OF THE CATASTROPHE AT**  
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**PRICE 20 CENTS, CASH.**

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Hongkong, 2nd October, 1906.

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£11,000,000.  
**BEFORE** assuming elsewhere compare the  
Standard's rates with those of other  
Companies.  
**DODWELL & CO., LD.,**  
Agents.  
[a]1348-1]

## HOTELS

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**FIRST-CLASS AND UP-TO-DATE.**  
Dining accommodation for 300 Persons  
163 Bedrooms  
Elegantly Furnished Reception Rooms  
Private Bar and Billiard Rooms for Hotel  
Residents  
Hydraulic Lifts to each Floor  
Electric Lighting and Fans  
Every Comfort  
Ladies' Afternoon Tea Rooms  
Ladies' Cloak Rooms  
Matron in attendance  
CHARGES MODERATE, AND NO EXTRAS  
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### KING EDWARD HOTEL.

**A HIGH-CLASS PRIVATE HOTEL.**  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 24th July, 1905. [a]459

### NOTICE.

**NEW KINGSLERE** will be Opened as  
a PRIVATE HOTEL on December  
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with all Particulars can be seen any day be-  
tween 2 P.M. and 7 P.M. on and after the 22nd  
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Apply—  
**Mrs. G. SACHSE,**  
at George's House.  
Hongkong, 15th October, 1906. [1917]

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(HOTEL-SANITARIUM OF SOUTH  
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management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Lieutenants*) daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these cities.  
Cable Address—"BOAVISTA."  
For Terms, apply  
[a]221 **THE MANAGER.**

### VICTORIA HOTEL.

**SHAMEN-CANTON.**  
On the British Concession.

### MACAO HOTEL.

**MACAO, CHINA.**

In the Centre of the Praya Grande.

Both Hotels under experienced European  
Management.

Every Comfort and Convenience for Resident  
and Tourists.

**WM. FARMER**  
Proprietor

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### NOTICE TO KOWLOON RESIDENTS

**EXTRA COPIES** of *Daily Press* are on  
sale daily at Mr. H. RUTON-JONES'S  
KOWLOON STORE, No. 38, Elgin Road &  
Mr. AH YAU'S FERRY WHARF STALL.  
Hongkong, 22nd December, 1903.

### 報新外中港香

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PUBLISHED DAILY.

In the oldest and still immeasurably the best  
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Native Community.

Established for nearly FIFTY YEARS  
Circulates largely throughout Southern China  
Indo-China, etc.

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be obtained at the Office, 10A, Des Vœux Road  
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or from the different Agents.  
Documents translated from or into Classical  
or colloquial Chinese.







## HAMBURG.

(FROM OUR CORRESPONDENT.)

September 18th.

## GERMAN SHIPPING SHARES.

Within the last fortnight both the Hamburg American Line and the Norddeutscher Lloyd have declared their intention of raising their share capital by the issue of new stock, the former by 20 million marks the latter by 25 millions. In a communication addressed to the papers the Hamburg company states that the results of the first six months of the year have been eminently satisfactory warranting the belief in a balance-sheet at the end of the twelve months at least as favourable as that of last year when, I may add in parentheses, they declared a dividend of 11 per cent.—although they can count on no extra profits such as accrued to them from their transactions with the Russian government during and immediately after the war in the East. The prospects for next year appear equally promising considering the ever increasing demand for freight-tonnage, to meet which they have been compelled to charter steamers from other owners that have not always come up to their own standard. An extension of their fleet has thus shown itself to be imperative, particularly on the North-American line, their two new steamers the *America* and the *Angela Victoria* having found so much favour with the public that half the applications for passages have had to be refused, and that it seems advisable to order more boats of the same type and size in order to establish weekly sailings. The want of steamers for the Hamburg-South American, the Hamburg-West Indian and the New York-West Indian service is equally pressing, whilst the newly planned line between Genoa and the River Plate under German flag and the recently opened ones to the Persian Gulf and the ports of the Sudan will require additional steamers, others are needed for the coastal service in Chinese waters. It is obvious that the cost cannot be defrayed out of the profits of the company and the board of directors consequently propose a fresh issue of shares to the extent of M. 20,000,000—to be offered, in the first place, to the present shareholders at a reasonable premium.

Strange to say on the day this announcement was made the price of the shares dropped some 2 to 3 per cent., but it has since been explained to have been due to other causes and a mere coincidence. The announcement of the intention to increase their capital on the part of the Norddeutscher Lloyd, shortly afterwards, had no effect on the quotations of their stock. The delay in the publication of it is attributed to a fear that the Hamburg scheme might have taken the wind out of their sails and that two divisions of such magnitude placed on the market at the same time might not be favourably received by the public. It was therefore deemed advisable that the chairman of the company should proceed to Berlin to sound the leading financial firms on the subject, before publishing their circular. He must have been completely reassured on that point however, as the announcement appeared in the papers as the 8th inst. It does not enter into particulars but confines itself to the statement that the increase in the traffic makes the acquisition of additional steamers necessary and that it is intended to issue new shares to the amount of M. 25,000,000, which the shareholders will have the option of taking up at a premium of 10%. A general meeting is called for the 28th inst. the same day on which the Hamburg directors are going to submit their proposal for ratification. There can be no doubt of the sanction of the shareholders being obtained in both cases; the capital of the Hamburg company will then consist of M. 120,000,000 ordinary and 80,000,000 preference shares whilst that of the Norddeutscher Lloyd will amount to M. 180,000,000 of which M. 55,000,000 are preference shares. The fleet of the Bremen line numbers at present 56 sailing steamers of together T. 577,912 burden, of which ten are still in the course of construction. Besides these the company owns 48 steamers of an aggregate tonnage of T. 68,853 employed in the Indo-Chinese coastal service and sundry river steamers.

## EXPORT TRADE PRICES.

That the export trade is exceedingly brisk at present is shown by the fact that, unless goods for shipment are delivered on the quay at least ten days before the sailing of a vessel, they are mostly shut out. All the industries in the country seem well engaged for into the new year mostly for export, so that a continuance of the demand for freightage is pretty well assured.

## THE NEW COLONIAL DIRECTOR.

The appointment of a backer, Herr Dernburg, to the post of director of the colonial department of the government is a new departure, which has met with the warm approval of the public and the press. It has been no secret that Prince Bülows has for some time harboured the idea of placing the administration of the colonies on a commercial basis and that with a view to this he had offered the office to Herr Wiegand, chairman of the Norddeutscher Lloyd, and it is said had even approached one of the Bürgermeisters of Hamburg, but both declining, had fallen back on the Prince of Hohenlohe who has lately resigned finding it a thankless task. Herr Dernburg of the Darmstädter Bank is a man of strong character and of wide experience, who has made his mark in the financial world. He has given up a position worth over £12,000 p.a. for one the income of which is barely one sixth of that, and which will entail a great deal of hard work and probably still more unpleasantness and worry, for in spite of his having been made a privy councillor of the first class with the title of "Excellency", it is not to be supposed that he will be able to make innovations and introduce reforms in the service without encountering considerable opposition, both overt and latent, on

the part of his subordinates who have been trained, most of them at least, in the traditions of bureaucracy. He has however not burnt his ships behind him and if at any time he should desire to retire from office, he with his past experience and his newly acquired insight into colonial matters, will find little difficulty in re-entering his old career.

## SUGAR AND TOBACCO TRADE ALARMS.

The insurrectionary movement in the Island of Cuba has caused great excitement in the Sugar and Tobacco markets during the last few months; it was feared that "even if the plantations should escape destruction, the labour available under the circumstances would be insufficient to gather in the crops. That of sugar cane promised to be the largest on record, being estimated at Tls. 1,300,000 as compared with Tls. 1,150,000 last year and Tls. 1,140,000 in 1904. With a plentiful supply in view business had been very slack until the recent events in Cuba roused buyers from their lethargy, when enormous demands from all countries chiefly however from the United States set in and prices advanced some 20 per cent. It is said that Tls. 50,000 more were expected from that quarter alone, whilst Great Britain is also known to have taken large quantities. Since yesterday however the tide seems to have turned, the more peaceful aspect of affairs in the island having brought out sellers in great numbers, prices gave way considerably and it now remains to be seen what the market will do if left alone. The accounts of the growing beet crops in Europe are not entirely satisfactory and T. 100,000 less are expected from Java than last year, but the stocks everywhere are large, considerably larger than twelve months ago, so that with a full yield in Cuba supplies would exceed the requirements of the world although, as long as the present wave of general prosperity continues, the consumption is likely to go on increasing particularly in countries like the states of central and south America, the natural resources of which are being more and more developed every year.

## SANDAKAN NOTES.

(FROM OUR CORRESPONDENT.)

October 12th.

## THE TYPHOON.

The N. D. L. s.s. *Borneo* arrived here on the morning of September 27th and brought a reminder of the great typhoon in the shape of a rescued Chinaman. The *Borneo* left Hongkong at 11.30 a.m. on September 19th, and the man was picked up three hours later. He was rescued from the bottom of an overturned junk, and reported the rest of the crew, 25, were all drowned. At eight o'clock the same evening the *Borneo* was struck by another typhoon, and for twelve hours she was more or less buffeted about at the mercy of the wind and waves. However she came through it without damage, but picked herself up just about 100 miles out of her course. As if this were not enough, the *Borneo* apparently only just escaped a third typhoon—when about nearing the Palawan Island she got the tail end of the blow and sea, but fortunately, nothing more, and arrived at Sandakan without further incident, albeit one day late. From what I could make out on board, the *Borneo* had just about as bad a time as any of the crew care about and therefore had all the typhoons they want for the rest of their lives.

## THE "BORNEO" STRANDS.

Typhoons in Hongkong and the China seas were evidently not enough in the way of ill luck, for the next thing to happen to her was to strand on an uncharted rock on the far side of Sandakan's beautiful bay—near Palau Bai. She stranded on the morning of the 4th but after lightening—managed to get afloat again on the evening of the 6th. The damage sustained as far as is known, is little more than slight, viz.: three plates started, and one small hole forward. Every endeavour has been made to patch up the damage here, but it is not easy—only with native divers, without costumes and working at some fifteen feet depth. She is leaving for Hongkong to-night, and it is to be hoped she will have a fine run up.

The *Mausau* also had a heavy passage down from Hongkong. She is to leave for your port in a couple of days time.

## RAILWAY.

There is no further word of the new Railway (Kudat-Sandakan) as yet, but something in the way of a move is looked for shortly.

## YUNNAN-FU AS A HEALTH RESORT.

There is a curious contrast, in one respect between the English in India and the French in Indo-China. While the former, even when residing on the littoral, as at Bombay and Madras, make a practice of seeking health during the hot season at some hill station, the French resident at Hanoi takes a trip to what he considers the "seaside," where the Red River pours its thick, muddy waters into the steaming Tonkin Gulf. There was a recent reason for doing so before the opening of the railway to Luokai last April; it was then impossible to get up country except at great sacrifice of time and money. Now, however, that the journey to Luokai only occupies 24 hours, the annual migration of fashionable society should set towards Yunnan. Luokai, the present terminal station, is not, it must be owned, notorious for a low temperature; the climate is a bit cooler than the sweltering seaboard south of Haiphong, but not to a material extent. Beyond Luokai, however, there are some breezy hills, and as the railway, when completed as far as Mongtze, will run close by miniature Simlas and Mussoorie, about 20 miles beyond Mongtze, for the rest of the journey French officials down country. That change will afford some alleviation of their climatic sufferings, but it will not be until the line reaches Yunnan-fu, some 200 miles beyond Mongtze, that an ideal sanatorium will be at their disposal. With lofty mountains all around, snow-clad far down during winter, and with a succession of four beautiful lakes stretching to the southwards, Yunnan-fu should be destined to a high place among the health resorts of Southern Asia.

## REVIEW.

*Second Report of the Wellcome Research Laboratories of the Gordon Memorial College, Khartoum*, by ANDREW BALFOUR, M.D., B.Sc., F.R.C.P., etc., Director. Published by Department of Education, Sudan Government, 1906.

This report is equally creditable to the Sudan Education Department which publishes it and to the Staff of the Laboratories who contribute to its contents. The clear letter press makes reading a pleasure, whilst the general arrangement, headings, and notes renders sought-for information easily attainable without the usual aggravating hunt. The plates both coloured and plain are excellent.

When we consider that only a few years ago Khartoum as a City was wiped out, that rampant Malaria murdered its scant European population and ruthlessly eradicated the few germs of civilisation whose growth was laboriously being nursed by Gordon and his predecessors, it is truly an marvel that on the same site stands a noble College, in full operation, equipped with the most modern appliances, manned by a scientific staff who would do credit to any old-world university and whose researches have already greatly increased our scanty knowledge of endemic diseases (such as human and animal trypanosomiasis) which threaten the very existence of our colonies, have identified and found means to destroy those parasites which eat up the dura-crop, the food of the Fellahs and cause irreparable injury to the cotton on which the future prosperity of the Sudan so greatly depends.

Mr. H. S. Wellcome may well be proud of the Laboratories he endowed, whose labours have been recognised by the award of four gold medals, two grand prizes and a diploma of honour at the Liege exhibition, and whose functions of promoting technical education, the study of tropical diseases (of which the local medical men both civil and military avail themselves), of inquiring into all those varied conditions which promote or retard the economic development of the Sudan are being efficiently and zealously performed. Truly the ground justified by the blood of the martyred Gordon is bearing fruit a hundredfold.

This work, be it remembered, is carried on under all the adverse circumstances of a hot, enervating climate, amidst plagues of flies and dust-storms and with the assistance (?) of natives who "never get beyond the bottle-washing stage," very different from the Chinese who can be trained to carry out carefully all those duties usually assigned to an assistant.

Water-supply, mosquito destruction, sleeping sickness, distribution of the Tsetse fly, jigger flies, injurious to plants, are a few of the subjects of inquiry.

It may interest those who ignorantly and foolishly object to all experiments on living animals to know that through such experiments S. Balfour has considerably increased our knowledge of Trypanosomes (the probable cause of sleeping sickness and undoubted cause of disease in cattle, horses, etc.) has crystallised much that was previously recognised in a general sort of way, and has found a path which in time will lead either to a prophylactic or curative success in these diseases. Mudie and Fellahs have alike been "pumped" for information. Some of the native ideas are more than quaint. They have appropriately named a peculiarly obnoxious fly "the old one."

The Sudanese chickens are mentioned as being very tough and unavoury "due to the unfortunate birds being drained of their juices by ticks which cling to them in dozens." My recollections of the Shanghai rooster and original of the Hongkong "spatch-cook" make me hope that if Dr. Balfour finds a remedy it may quickly make its way to China.

Dr. Neave as travelling Pathologist, Mr. Theobald's work on Mosquitoes and that of Mr. E. E. Austin on other biting diptera, all contribute much useful and valuable information.

Though part of the contents of this volume has already appeared in the journal of tropical medicine and other papers (we cannot afford to wait a year for fresh discoveries) its perusal will more than repay all those interested in the large domain of Tropical Disease.

WILLIAM HARTIGAN.

M.D., O.P.H.

Sept. 20th, 1906.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 19th at 12.29 p.m.—The barometer has risen over Japan, the depressions having moved into the Pacific to the N.W. of Oklaiko. Over the Philippines the barometer continues to fall slowly.

Pressure remains low over the Pacific to the E. of Luzon, where a depression probably exists. The anticyclonic area is still central over the continent to the North of the Yangtze.

Strong monsoon is expected to continue in the Formosa Channel, and strong N. and N.E. winds to gales will prevail over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: N.E. winds, moderate; fine.

Formosa Channel: N.E. winds, strong.

South coast of China between Hongkong and Lamooke: fresh.

South coast of China between Hongkong and Hainan: same as No. 3.

## LATEST STEAMER MOVEMENTS.

The C.P.R. ste. *Empress of India* arrived at Shanghai at 11 a.m. on Thursday, the 18th inst. left again at 8 p.m., same day, for Hongkong, and is due here at 7 a.m. on Sunday, the 21st inst.

The I.G.M. ste. *Roon*, carrying the German mails with dates from Berlin of the 25th Sept. left Singapore on Friday, the 18th inst. at 8 a.m., and may be expected here on or about Tuesday, the 23rd inst. p.m.

## TURBINE AND SHIP.

A RAPID REVOLUTION IN MARINE ENGINEERING.

"The kettle began to boil." So says Charles Dickens at the commencement of his story, "The Cricket on the Hearth." And the biographers of James Watt usually repeat the expression in connection with the steam-engine. It is not so easy to trace the inspiration which led to the wonderfully successful investigations of the Hon. C. A. Parsons to any such prosaic utopia. We are, however, led to believe that the cause of his experiments and concentration upon the steam turbine was the clever and correct mathematical treatment upon the flow of higher pressure steam out of a divergent nozzle, which was done between the years 1848 and 1884. This valuable research work, which was verified experimentally, may be said to have made possible the modern steam turbine. It is of course, well known that the central idea of the turbine engine, traced back to the days of Hero of Alexandria, who, about the year 130 B.C. built a steam reaction engine. The idea of perfecting the rotary engine as it was in 1784 seems to have occurred to James Watt, for in that year he took out a patent for such an engine. But the problem at that time was how to harness steam so that water might be pumped from the mines and the most obvious method of doing so was to obtain an engine which would produce a motion similar to that of the ordinary force-pump, or, in other words, a reciprocating motion. It was natural, therefore, that the use of steam as a motive power should have developed on the lines thus laid down, and until the recent advent of the turbine the reciprocating engine has held an unchallenged position in the world.

It may be well to point out that, although the phenomenal success of the steam turbine has been almost entirely due to the perseverance of the Hon. C. A. Parsons, yet other inventors have since the appearance of the first Parsons turbine in 1884, turned their attention to the rotary engine. In 1838 Dr. De Laval built a new type of steam turbine, the utility of which for marine purposes may be disregarded, because it must rotate at enormously high speeds. This turbine renders the introduction of gearing a nuisance, in order to keep the speed of the propellers within reasonable limits. It has, however, been applied to dynamo driving with some success. In 1836 Curtis patented a turbine, which may be called a combination of the Parsons and De Laval turbines, or, as the two systems are technically known, the impulse and reaction type. For all practical purposes it may, however, be accepted that for marine propulsion the Parsons turbine at present is superior to its rivals.

In order fully to appreciate the rapid advances which have been made in turbine construction, it should be borne in mind that the first turbine built for service was the first turbine built in 1844, and that the first marine turbine was fitted to the *Turbinia* in 1894. This little vessel developed about 980 horse power, while the new Cunard express liners *Lu-tai-tai* and *Mauretania* will each develop 10,000 horse power. It will be remembered that a special Turbine-Commission was appointed to consider the problem of the propulsion of these large vessels, and a tribute to this commission. At the time when it was decided to use steam turbines for these new Cunarders, the largest marine turbine installations in use were under 700 horse power. Suddenly to attempt the design of machinery to give ten times the output was to take a step which shows that great courage and boldness were possessed by the members of this commission.

In view of the remarkable revolution which has recently taken place in marine engineering, it would be a bold man who would dare to say what even the immediate future will bring forth. While we are congratulating ourselves upon the triumphs of our naval architects and engine designers, triumphs which are the outcome of labours experiments with models and materials, there are numbers at work solely intent upon pushing the confines of the unknown yet further back, and applying to man's use and convenience the wonderful forces of Nature. Those who believe in the mechanical genius of our nation will be pleased to remember that the invention of our great Englishman has led to the development of a great challenge by the invention of another great Englishman. Those who saw the first turbine-driven ship of only 4 years ago would now have dared to dispute the feasibility of the mammoth turbines for the new Cunarders, unless, indeed, they possessed that disregard for proportion which complete ignorance of the knowledge of applied science gives, and the present time to examine the various suggestions which competent authorities have put forward, in order to attempt to glean some idea of the directions in which progress may be made.

An essential feature for economy with the steam turbine is that it should rotate very rapidly. On other hand, propellers are not efficient at such a high speed, and a compromise has to be made. The turbine is now being employed direct on to the turbine shaft. The suggestion has been made that the turbine should drive a dynamo, which, in its turn, should supply electric energy to a motor direct coupled to the propeller. Thus there would be no rigid connection between the turbine and the propeller. We can imagine that, by means of electrical circuits, the speed, and even the direction in which the propeller should rotate, could be controlled freely by means of graduated switches from the bridge of the commanding tower. The intervention of engine-room telegraphs and telephones could then be dispensed with, and it would be unnecessary to make arrangements for the turbine to run astern, which at present is a disadvantage. Unfortunately, there is a great deal to be said against the idea of such an electrical transmission of the driving power of the ship, for the weight of the electrical apparatus would be excessive.

There are, however, other prime movers besides those which utilise the energy of steam. The rapid advances made even in the last decade by the builders of suction gas plants and gas engines have led to certain experiments being made to use what such machinery may be adapted for marine purposes. Many indeed are the difficulties which must be overcome before it would seem to be even possible to design gas engines to drive such huge vessels as the new Cunarders, to say nothing of the problems in connection with the gas-generator. But, as a classical writer has remarked, "as difficulties are the things which prove of what stuff men are made." Pressing closely upon the heels of the development of the gas-engine, we may look for the birth of the almost ideal prime mover—the gas turbine. Our pioneer scientists have already almost seriously dismissed it, they have shown the difficulties which, in our present knowledge, prevent such a thing as a gas turbine, and the success of such an engine. The enormous temperature to which the blades of such a turbine would be subjected would render impracticable any metal alloy known to us. The heat engine expert has already told the metallurgist that he looks to him to help him with this difficulty; in the

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moment, he presses forward his experimental investigations to discover more accurately what actually happens during the working cycle of the gas engine and the steam turbine. Another line of progress may come from the oil engine, which again may grow to proportions unthought of at the moment. The development of one branch of the mechanical arts reveals upon others, and the expert in ship propulsion eagerly watches for inventions which may be applied to his own work.

As a nation, proud of our premier position upon the seas and the building ships, we cannot but take an interest in great events, such as the launching of these new Cunarders. We are proud that to admire them as we gaze upon their stately outlines and realise their wonderful potentialities. Deep reflection must make us agree with Ruskin, who says that, "Take it all in all, a ship of the line is the most honorable thing that man, as a gregarious animal, has ever produced." Into that he has put as much of his human patience, commonsense, forethought, experimental philosophy, self-control, habits of order and obedience, thoroughly wrought hand-work, defiance of brute elements, earnest courage, careful patriotism, and calm expectation of the judgment of God, as can well be put into a space of three hundred feet long by eighty feet broad. It is difficult to find words which can better express the feelings to which the view of a vessel 784ft long and 88ft broad, possessing an almost unobtainable speed, gives birth.

## THE WRECKED "AKASHI MARU."

LATER ACCOUNT OF THE RESCUE: CHINESE PILOTAGE FIRED ON.

Our account by a survivor of the s.s. *Akashi Maru*, wrecked on a reef outside Amoy, is well supplemented by the following account given at Shanghai.

It was seen at once that the *Akashi* could not get off without sinking in deep water and the captain of the *Yachow* hoisted signals that his ship would stand by, ready to assist as and safety would permit, and take off the crew of the stranded steamer. The *Akashi* launched boats under difficulties—a heavy sea was running and a strong gale blowing—and with great difficulty the first batch of people from the *Akashi* were taken aboard, their boats being already half full of water and ropes having to be used to get them aboard. The weather was meanwhile getting worse, and the *Akashi* was seen then to be slowly sinking with the sea sweeping her clean, fore and aft. By this time the *Akashi's* boats were being so completely swamped that their complement had to be filed by such members of the *Yachow's* crew as could be spared in order to transfer the people remaining on board the wreck, which was quickly sinking. Eventually, the *Yachow* was able to take aboard a remainder of the crew of the *Akashi* who were transferred to the *Yachow* in an exhausted condition, together with, as far as can be ascertained, an estimated \$3,000 treasure. On their last trip the boats were interfered with by native pirates and Capt. Brown found it necessary to give the order to fire upon them in order to allow the remaining boats to approach the sinking ship. The *Yachow* first came in touch with the *Akashi* at 6 a.m. on the 4th, and proceeded on her voyage to Hongkong, 17 people having been rescued from the wreck under adverse circumstances and not a life lost. When last in view, the *Akashi's* deck was only a few feet above water, and no other steamer had sighted the wreck during the day. Next day at daylight a steamer passed the scene of the wreck, but no other sailing vessels, and it is presumed that the vessel was broken up by the heavy sea during the night. Had not the *Yachow* been within hail at the critical moment, it is probable that all on board the *Akashi* would have been lost.

The refugees from the wrecked steamer were most hospitably treated by Captain Brown and his staff, and were duly landed in Hongkong. As an appreciation of the service rendered by the *Yachow*, the master of the *Akashi Maru* sent the following letter to the agents of the China Navigation Company:—

Osaka, Shonan Kaisha, Hongkong, October 4, 1906.

Messrs. Butterfield and Swire, Gentlemen.—I hereby beg to offer you on behalf of my passengers, crew and myself my most sincere thanks for the kind assistance rendered to us by your steamer *Yachow* on September 30/1906.

We also wish to testify as to the extreme kindness of Capt. Brown, his chief officer and second officer, engineers, all, and passenger, towards everyone of us, when, after picking us up, made gifts of clothes and necessities to shipwrecked mariners, and offers of every possible assistance.

Words fail me at present, but please accept this acknowledgment of the expression of "my" and "our" heartfelt gratitude, and believe me, Gentlemen,

Yours respectfully,  
(Sd.) J. A. Orlia (Master), late *Akashi Maru*

It's a wise thing never to interfere in quarrels. You may get some moral satisfaction out of it on the spur of the moment, in thinking you are doing something heroic, but you may also get knocked about yourself and then looked up by some dandified policeman, who has arrived late, and has to do something to assert his authority.

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## CHURCH SERVICES.

St. John's Cathedral, Hongkong.—21st October, Sunday, 10th after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, Berny, Psalms, of the 21st morning. To Doan, Tours in P. Benedictus, Garrett in G. Anthem, "In the light of the universe."—Quincy, Hymns, 2 (Psalms 4, 30, 124, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511



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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

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## NEW ADVERTISEMENTS



MAGISTRACY.

THE ANNUAL SESSION OF HIS MAJESTY'S JUSTICES OF THE PEACE will be held in the Justice Room, at the MAGISTRACY, on WEDNESDAY, the 14th day of November, 1906, at 2.30 P.M., for the purpose of considering Applications for Publican's and Adjunct Licences for the Year 1906-1907, under Ordinance No. 8 of 1899. Forms of Application may be obtained at the MAGISTRACY.

All applications must be forwarded to the MAGISTRACY on or before THURSDAY, the 1st day of November, 1906.

H. H. J. GOMPERTZ,  
Police Magistrate.

Hongkong, 17th October, 1906. [1952]

NORDDUTSCHER LLOYD, BREMEN.

PUBLIC INSPECTION OF SS. "PRINZ LUDWIG."

THE Company's Steamer

"PRINZ LUDWIG" Captain F. von BINSER, will be open to PUBLIC INSPECTION

On TUESDAY, the 23rd instant, from 4 to 6 P.M.

at the Pier of the Hongkong and Kowloon Wharf and Godown Company, Limited.

MELCHERS & Co., Agents.

Hongkong, 20th October, 1906. [1953]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamer

"HAICHING" Captain A. E. Hodgins, will be despatched for the above Ports on TUESDAY, the 23rd inst.

at Noon.

For Freight or Passage, apply to DOUGLAS, LAURENCE & Co., General Managers.

Hongkong, 20th October, 1906. [1954]

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamer

"SEGONIA" Captain Schachtel, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding ber discharge will be loaded into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Oct. will be subject to rent.

All broken, stained, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th Oct. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 19th October, 1906. [1955]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitome of the Week's News.

Leading Articles—

The Korean Feeling.

Scientific Phenomena.

The Law of Registered Companies in China.

State Insurance Schemes.

Trade of French Indo-China.

Hongkong Sanitary Board.

Supreme Court.

Troublesome Indian Soldiers.

A Fortunate Escape.

Volunteer Camp.

Death of Mr. William Cowan.

Deck Chairmen on Strike.

Royal Hongkong Yacht Club.

The "Hankow" Disaster.

Caution.

Kulungsa (Amoy) Municipal Council.

Mr. John Smith of China.

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Hongkong, 17th October, 1906. [1926]

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27th September, 1906. [1796]

## PUBLIC COMPANIES

## CANTON INSURANCE OFFICE, LTD.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersigned at 12 o'clock (noon) THIS DAY (SATURDAY), the 20th (instant).

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office, Ltd., Hongkong, 20th October, 1906. [1843]

## HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 5987 for ONE HUNDRED SHARES, numbered 37701 to 37800 inclusive, Fully Paid-up, standing in the Register in the name of JAMES DOUGLAS CHARTER, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Vaux Road, Hongkong, before the 17th November, 1906, a New Certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SONS, General Managers, Hongkong, 17th October, 1906. [1928]

## INTIMATIONS

GERMAN EXPORT FIRM desire BUYING AGENCY on their own or foreign account for a Firm Abroad. Best connections with the Leading and Cheap Manufacturers in all Branches. First Class references. Please address—"VEITSELT M.O. 4517" care of RUDOLF MOSS, Munich, Bavaria.

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Reply by letter to "Daily Press" Office. Hongkong, 11th October, 1906. [1891]

## LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady. Apply by letter to—B.R., Care of Office of this Paper. Hongkong, 16th August, 1905. [1577]

## LESSONS IN FRENCH &amp; ENGLISH.

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## THE PUBLIC HEALTH &amp; BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in any matter touching which he has been examined.

By Order, W. BOWEN-ROWLANDS, Secretary. Hongkong, 7th July, 1906. [1381]

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T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street.

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## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (SATURDAY), the 20th October, 1906, at 12 o'clock (noon), at Messrs. BUTTERFIELD & SWIRE'S, Godowns, West Point,

FOR ACCOUNT OF THE CONCERNED, A QUANTITY OF SILK & COCOONS, More or less Damaged by Fire and Water, Ex S.S. "HANKOW."

TERMS—Cash on delivery.

GEO. P. LAMMERT, Auctioneer, Hongkong, 19th October, 1906. [1846]

## PUBLIC AUCTION.

AT THE SALES ROOM of the Undersigned No. 8A, Queen's Road Central,

TO-DAY (SATURDAY), the 20th October, 1906, at 2.30 P.M., JAPANESE GOODS

Comprising—SATSUMA, CLOISONNE, GLASS & LACQUERED WARE, NICKLE BOXES, KYOTO BUTTONS, SHIRTS, TIES, &c., &c.

TERMS—As usual.

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer, Hongkong, 19th October, 1906. [1945]

## THE HONGKONG &amp; KOWLOON WHARF &amp; GODOWN COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a QUANTITY of CARGO salvaged during and since the Typhoon of the 18th September 1906, and at present lying in this Company's Godowns, will be sold by PUBLIC AUCTION, on MONDAY, October 22nd, at 11 A.M., if not previously claimed.

The Cargo can be inspected at any time upon application to the Undersigned.

R. J. MACGOWAN, Acting Secretary, Hongkong, 17th October, 1906. [1929]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

ON TUESDAY, the 23rd October, 1906, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street), SUNDY HOUSEHOLD FURNITURE,

Comprising—RATTAN TABLES and CHAIRS, TEA TABLES, GLASS & CROCKERY WARE, CARPETS, RUGS, &c., &c., &c.

Very Superior CARVED BLACKWOOD CABINETS and DESKS, &c., &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 18th October, 1906. [1939]

## TO LET

## TO LET.

## EUROPEAN SHOPS, OFFICES' and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shewan, Tomes &amp; Co.).

Apply to—

HO TUNG, Comptroller Department, Jardine, Matheson & Co., Hongkong, 27th September, 1906. [1798]

## TO LET.

NO. 3, KNUTSFORD TERRACE, Kowloon. Furnished or Unfurnished. Immediate possession.

Apply to—

HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 3rd October, 1906. [1844]

## TO LET.

(POSSESSION FROM 1st JULY, 1906).

NO. 13, GAGE STREET, 8-Roomed House, with a Godown.

Apply to—

E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road, Hongkong, 18th June, 1906. [1270]

## TO BE LET OR SOLD.

With Immediate Possession—in Wanchai Road.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,300 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—

Care of "Daily Press" Office, Hongkong, 30th May, 1906. [1177]

## TO LET.

2ND FLOOR No. 12, Queen's Road Central.

Apply to—

LEIGH & ORANGE, 1, Des Vaux Road, 501 Hongkong, 1st June, 1906. [1901]

## TO LET.

"IBANEE BUNGALOW," Kimberley Road, Kowloon. Tennis Court attached.

Apply to—

ARRATON V. APCAR & Co., 45, Wyndham Street, Hongkong, 14th July, 1906. [1414]

## TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—

COMPADONNE'S DEPARTMENT, Nippon Yusei Kaisha, Hongkong, 3rd June, 1905. [180]

## TO LET OR FOR SALE.

BISHOP'S LODGE, PRAE.

Apply to—

LINSTEAD & DAVIS, Hongkong, 26th September, 1906. [1792]

## TO LET.

(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE GROVE," having 26 Houses, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—

F. M. HAZELAND, No. 33, Queen's Road Central, or to WING-ON, Contractor, No. 34, D'Aguiar Street, Hongkong, 19th July, 1906. [1435]

## TO LET.

HOUSES in GRANVILLE and AUSTIN AVENUE, Kowloon.

FLATS in ROBINSON ROAD, Kowloon, Possession from 1st November.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD., Agents, Hongkong, 25th September, 1906. [380]

## TO LET.

HONGKONG CLUB.

TO LET.

NO. 10, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 19th October, 1906. [1944]

## TO LET.

"DURBAR HOUSE" in CAMERON ROAD, Kowloon. Moderate Rental.

Apply to—

SPANISH PROCURATION, Hongkong, 11th October, 1906. [1892]

## TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

A HOUSE in WONG NEI CHONG ROAD, GODOWNS in PRAE EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RYON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st March, 1906. [1524]

## TO LET—AT KOWLOON.

NO. 3, LYEEMOON VILLAS, A First-Roomed House with joint use of Tennis Court. Possession from 15th November next.

Apply to—

"LYEEMOON" Care of "Daily Press" Office, Hongkong, 17th October, 1906. [1927]

## TO LET.

150, MAGAZINE GAP, PRAE. A Five-Roomed House. Low Rental.

A FOUR-ROOMED HOUSE in HUMPHREYS AVENUE, Kowloon, Well-Furnished.

Apply to—

AHMED RUMJAHN, 2, Pedder Street, Hongkong, 30th October, 1906. [1873]

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## THE WORLD'S GREATEST TENOR



## Gives a hint to tired people—

A letter has reached us from Signor Caruso, from which it is plain that the great tenor feels that fame is not without its anxieties. Of course his chief concern is the care of his marvellous voice, and there is a story told that when the San Francisco earthquake happened, he ran from his hotel in a sleeping suit, and immediately stopped in the street and sang a few notes in order to see whether the shock had damaged his voice. All people with an artistic or sensitive temperament are most susceptible to nervous shock or nerve weariness, and Signor Caruso says in the letter referred to, that he found the most effective remedy for his tired nerves was a dose of Phosferine. The most gifted people usually make the greatest demands on their Nerve Force, and it is evident that Signor Caruso found the restorative properties of Phosferine so beneficial that he feels constrained to confirm the testimony of innumerable correspondents in every rank of life.

## Which he has proved reliable.

Signor ENRICO CARUSO writes: "Ho provato la Phosferine preparata dal Signore Ashton & Parsons e la ho trovata molto efficace per la stanchezza. Con i migliori saluti, ENRICO CARUSO." (Translation) "I have tried the Phosferine of Messrs. Ashton & Parsons and have found it most efficacious when I am tired. With my best salutations, ENRICO CARUSO." July 3, 1906.

## PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Laziness, Backache, Sleeplessness, Influenza, Neuralgia, Mental Exhaustion, Brain Fog, Indigestion, Rheumatism, Premature Decay, Nervous Debility, Faintness, and all disorders consequent upon a reduced state of the nervous system.

## The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family, H.M. the Empress of Russia, H.M. the King of Greece, H.M. the Queen of Roumania, H.M. the Dowager Empress of Russia, H.M. the Grand Duchess Olga of Russia, and the Principal Royalty of Europe throughout the world. Proprietors, Ashton & Parsons, 17, Farringdon Road, London, Eng. Price in Great Britain, bottles, 1/6 and 2/6, sold by all Chemists, Stores, &c. The 2/6 size contains nearly four times the 1/6 size. 1835

## Brimful of Nourishment



## PLASMON

The Food for Old and Young.

(Also Plasmon Cocoa, Oats, Biscuits, &amp;c.)

## Lea and Perrins' Sauce.



By Royal Warrant to His Majesty the King.

THE ORIGINAL AND GENUINE WORCESTERSHIRE.

## JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report dated, Hongkong, 19th October, 1906.—With the exception of a rise in Hongkong and Shanghai Bank shares, induced by hardening rates in London, we have nothing of any importance to report, the market continuing dull and uninteresting, with an inclination to weakness.

BANKS.—Responding to a steady rise in the London rate from 2 1/2 to 2 3/4, our market has ruled firm, and sales have been effected at the advanced rates of \$80 1/2, \$80 3/4, and \$81 1/4, the market closing firm at \$80 1/2. National Bank shares remain unchanged, and without business at \$47 but with probable buyers, while a few shares are obtainable at \$50.

MARINE INSURANCES.—With the exception of small sales of Canton at \$320 we have nothing to report under this heading. The market remains steady without any shares of offer.

First Insurance.—Hongkong have been placed at the improved rate of \$230, and more shares are wanted. China have found further buyers at \$95 and at time of closing are still in demand at that rate.

SHIPPING.—H. C. and Mearns Steamboats have ruled rather weaker during the week, owing to the disaster to the "Hankow", the Company's earnings being affected by the withdrawal of the "Hankow" from the Canton run. At the time of writing however the market is firmer on account of the successful floating of the Company's steamers "Kinsan" and "Lung Shan" and shares are enquired for in a small way, without meeting with a ready response. Indos have ruled weaker, notwithstanding a rise of 10s. in the London rate, Shanghai quotes 11s. 5d. and the local rate has fallen without business to 7 1/2 sellers. The other stocks under this heading continue weak with sellers at quotations and no sales to report.

REFINERIES.—China Sugars have been placed during the week at \$160, and the market closes quiet at that rate. Luzon could be placed at \$22 but no shares are available. Mixing—Hanks were placed during the week as high as \$10, but at time of writing they rule weaker with sellers at \$9 1/2. Charbonnages remain unchanged and without business.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks continue neglected at \$153 and we have no business to report. Kowloon Wharves have declined to \$95 with sales and close with the same.

LANDS, HOTELS, AND BUILDINGS.—With the exception of sales of Humphreys at \$111, we have no business to report under this heading.

CORPORATE MILLS.—We have no changes or business to report.

MISCELLANEOUS.—Green Island have found buyers during the week at \$195 and \$19, the market closing quiet at the latter rate. Electricity and South China Morning Post have changed hands at quotations and more of the former are enquired for. Watsons have been the medium of a fair business at \$122, and \$12 1/2, the market closing quiet at the latter rate. Landrys have been placed at \$83 1/2. We have nothing further to report under this heading.

## MARRIAGES OF DESPERATION.

A QUICK ROAD TO LIFELONG MISERY.

Desperate diseases demand desperate remedies. Hence the young man who has exchanged home with its adoring mother and slavishly devoted sisters for the discomfort and leveling dregs of lodgings decides to marry and "get out of it." This is a common thing, the marriage of desperation, matrimony being regarded as a means of escape from most of the ills humanity is heir to.

There ought to be an Act of Parliament regulating the making of proverbs. Centuries ago certain sets of men bent on mischief invented a series of plausible sounding sentences to the effect that wife spells domestic comfort and happy home. She may be again say so. No public censor being appointed to supervise dangerous proverbs—as he did in former plays—these superstitions have grown, and worked serious havoc and devastation among the human race. By reason of such mountainous myths man—who is the most credulous and easily imposed-upon person where any type of superstition is concerned—has gone on gullibly believing for many hundreds of years, that the only avenue of escape from one temporary and incompetent housekeeper is to take another and a permanent one. So the youth who marries a marriage of desperation to escape comfortless, slovenly lodgings, with a sort of badly-cooked steaks and chops, frequently finds as mate a young woman even more inefficient at house-keeping than his late landlord. He has exchanged a temporary inconvenience for a lifelong incubus.

"In marriage a failure," asked the inquirer after truth. "It is if the wife can't cook," retorted the cynic, who knew more of human nature than do the proverb-makers of proverbs and popular social traditions.

Many women make marriages of desperation. Girls who cannot get on with their mothers jump to the conclusion—thanks both to those mischievous old proverb purveyors of the past and the modern penny novelists—that it is much easier to live in harmony with a man than a woman. Sometimes it is. But this widespread belief as an infallible doctrine is apt to prove one of the most indigestible ingredients of the marriage of desperation.

A woman finds her first grey hair. In panic she accepts the first man who proposes.

A large number of men marry because they are bored, and life is insupportably dull, or are lonely in the evenings. "Anybody is better company than nobody," is the maliciously evil old proverb which grows up in their minds. It is like the story of the millionaire whose wife was extremely fond of society. "Are you going to entertain much this evening?" somebody asked him. "No," he replied. "We are going to keep on inviting a lot of people to the house, but I don't expect they will be more entertained than usual." Similarly, a person who feels dull, and marries somebody else who is dull, in the vain hope of finding entertainment for life, furnishes a most profitable but very common form of the marriage of desperation.

The unattached and orphaned spinster, with no home or near relatives, grows tired of wandering about from hotel and lodgings to the strongholds of the pining quest. She dreams of the "sheltered life." "A woman needs a man to protect and look after her," she argues, with the echoes of many parading proverbs reverberating in her ears. Some women do. Others are more than capable of looking after them-

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Charment, Lait Charment and Special Skin Tonic and Poudre Charment will enable you to do it. Her Specialties for the Skin are the study of a Lifetime. A. S. Watson & Co., Ltd., Sole Agents 713

selves. Saturated with echoes of old superstitions, the helpless type of spinster, instead of analyzing the situation, and realizing that her need is to marry a protective, paternal type of man, confuses issues, and marries—just a man. Rushing into matrimony of the desperation order, she has lighted on an individual type of man who has neither the desire nor the intention of constituting her shelter. He expects to be "looked after" himself, as so many types of man do.

"I suppose they thought it was my husband," was the satirical explanation of a woman who was called upon in court to furnish a reason as to why nobody went to her assistance when a passer-by struck her and stole her purse. This cynic doubtless had been the victim of a proverb-inspired faith in man as a universal provider of a sheltered life for femininity. Many a man does lavish the most tender and protective love on a woman, but it is not because he is a man and she is a woman. It is because he happens to be built on those lines, and she chances to be the fortunate woman who arouses his chivalrous and sheltering instincts. But such ideal mating is rarely compassed by the imprudent and far too common marriage of desperation.

Should a young woman be rich, poor, miserable, happy, sickly, or strong, everybody dwells with monotonous insistence on that one theme, "Why don't you find a husband?" Her advisers do not for a moment suggest by this one individual man specially suited to her circumstances, condition, and temperament. They prescribe a generic husband as who should say to a homeless man, "Buy some boots."

Mothers who have never taken any social pains to ensure a supply of suitors to their daughter-dowered households preach incessantly at their girls the gospel of settling themselves in life. In vain the daughters point out their circumscribed circle of masculine twin souls. Matrimony, like manna, is supposed to rain down from Heaven in some mysterious manner unknown in real life, but copyrighted through the centuries by slyly mischievous proverb-makers under the guise of "Mr. Right," who is sure to turn up at the propitious moment. Thus, many a delightful girl is shipwrecked on the rocks of a marriage of desperation. She settles herself—but haplessly, and not happily.

The legend of being an old maid is invented by a girl's women folk the very minute she is too wise in her generation to be frightened any more by the threatened descent of "the old black man who lives up the chimney."

And the average mind is so clogged and choked with the false dogmas of proverbs and popular superstitions that otherwise clever men and women are unable to perceive that the whole of single blessedness, even to the point of being left high and dry on the shelf, is a million times superior to a marriage of desperation. Stung by the taunt of "old maid," many a woman plunges herself into a veritable maelstrom of desperate married misery. Because somebody made dark allusions to "an old bachelor whom nobody would have," countless men have proposed rashly, and on the spur of the moment to a pretty housemaid.—*Straits Times.*

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**Clear, Soft Skin.**

It is pure throughout, fragrant, perfectly refined, efficient, and antiseptic. (100% carbolic). It quickly removes dust and dirt, takes away the unpleasant effects of perspiration, and leaves instead a delicious feeling of thorough purification.

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**MAKES THE SKIN AS SOFT AS VELVET**

**SAROLA**

Removes all  
ROUGHNESS,  
REDNESS, HEAT,  
IRRITATION, TAN, and  
KEEPS THE SKIN  
SOFT, SMOOTH, and WHITE  
ALL THE YEAR ROUND.

Delightfully COOLING & REFRESHING during the summer.

Bottles 1/6, 1/3, and 2/6 each.  
M. BEETHAM & SON, Cheltenham.

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**PILLS.**

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs, whether sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

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Radley or New Diamond Cycle, Double or Single, with or without Lights, Bells, and all the latest accessories. Free delivery and delivery free. No postage. No return.

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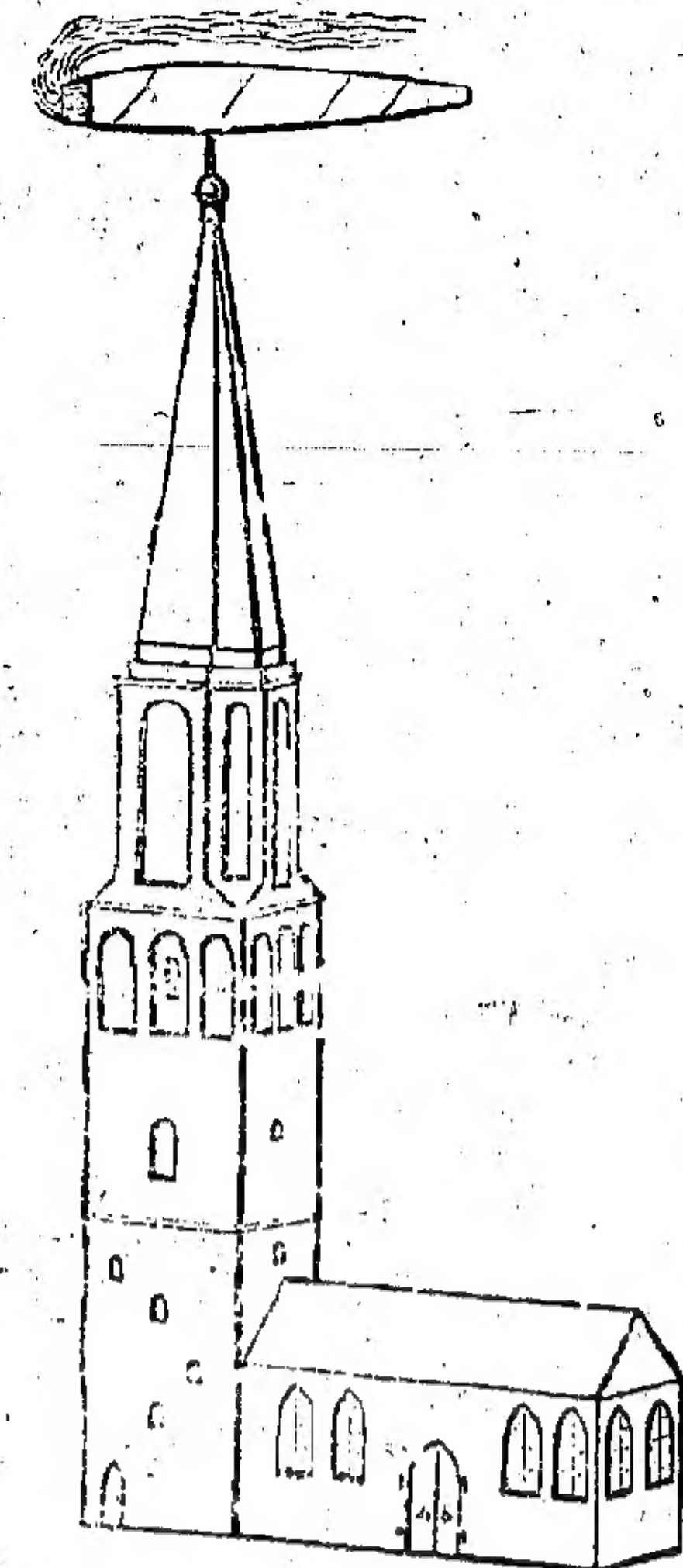
HONGKONG, SHANGHAI,

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TIEN-TSIN.

FOR SALE AT ALL THE PRINCIPAL

CIGAR DEALERS. [67-8]



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For your health

make a regular drink of Lime Juice. The purest and best is

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which excels as a refresher, a thirst-quencher, and a healthy, day-long drink. The superiority of "Montserrat" is due to the fact that it is made from cultivated Lime Fruit grown especially for the purpose on plantations in the West Indian Island of Montserrat.

Agents: A. S. WATSON & Co., Ltd., Hongkong.

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## SHIPPING

## ARRIVALS.

BRAND, Norwegian str., 1,320, M. Evensen, 19th Oct.—Sourabaya 5th Oct.; Sugar—Asgard, Thoresen & Co.  
 CARL, DIEDERICHSEN, German str., 774, Schleier, 18th October—Hohow 17th October, Pigs and General—Johsen & Co.  
 DIADUM, British str., 1,100, Savory, R.N., 19th Oct.—Wahaiwei 15th Oct.  
 HANGCHOW, British str., 929, Marley, 18th Oct.—Nanchang and Chifoo 12th Oct., General—Butterfield & Swire.  
 JAGUAR, German gunboat, 900, Klose, 18th October—Amoy 16th Oct.  
 KWANTAN, Chinese str., 19th October, from Canton.  
 MICHAEL JENSEN, German str., 951, H. Bendix, 18th Oct.—Nanchang and Chifoo 17th October, Beans—Johsen & Co.  
 PERMA, Austrian str., 3,778, P. Craglietto, 19th Oct.—Shanghai 16th Oct., General—Sender, Wierler & Co.  
 SANDAKAN, German str., 1,723, Wendig, 19th October—Singapore and Hohow 17th Oct., General—Melchers & Co.  
 SEVOTIA, German str., 1,872, Schonfeldt, 18th October—Hamburg and Singapore 12th Oct., General—Hamburg-Amerika Linie.  
 SIBERIA, American str., 5,655, A. Zeeler, 19th October—San Francisco 21st September, Mail and General—P. M. S. S. Co.  
 TIAN, British str., 1,340, Somerville, 19th October—Manila 15th Oct.—Butterfield & Swire.

## CLEARANCES.

## AT THE HARBOR MASTER'S OFFICE

Oct. 19th.  
 HARBOR, French str., for Saigon  
 BRAND, Norwegian str., for Migi  
 Ceylon, British str., for Shanghai  
 Hanchow, British str., for Canton

## DEPARTURES.

Oct. 19th.  
 CHITTES, Chinese str., for Canton  
 DELTA, British str., for Shanghai  
 HAITAN, British str., for Coast Ports  
 ORIEL, British str., for Batavia  
 RONI, British str., for Manila  
 RUTHENBERG, British str., for Christmas Isd.  
 SEVOTIA, Norwegian str., for Bangkok  
 THIRIST, Austrian str., for Shanghai  
 UNIFORM, Norwegian str., for Shanghai

## SHIPPING REPORTS.

The German str. Carl Diederichsen reports: Fresh N.E. monsoon from Hainan to port.  
 The British str. Toba reports: Strong monsoon, cloudy and high N.E. sea.  
 The British str. Hongkong reports: Fresh N. and N.E. breeze and clear weather. Picked up a disabled lighter under Ocken Island and towed same to Hongkong.

## VESSELS IN DOCK.

Oct. 19th.  
 ADMIRAL DOKES—Signal, Chinkai Maru, Kowloon Docks—Suez, Viginta, Ch. Hardman, Johanne, Francique, Patsia, (Chon-lai, Deroucas, Saba, Empress of China, Mont-eagle, Kinshon, H.M.S. Taku.  
 COAST GUARD DOCK—L. F. Chapman, Haggia, Merop.

## INTIMATION

## PERCY PIGOTT.

SHIP AND FREIGHT BROKER.  
 MELBOURNE, VICTORIA.

VESSELS CHARTERED and Freight Arranged to any Port in the World. Sales of Steamers and Sailing Vessels effected. Telegraphic address: "PIGOTT," Melbourne. Watkin's and A.B.O. Codes used. Postal address: Steamship Buildings, Collier Street, Melbourne. [1701]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELHI."  
 Captain J. D. Andrews, R.N.R., carrying H. Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 20th October, at Noon, taking passengers and cargo for the above ports in connection with the Company's S.S. Mongolia, 3,558 tons, from Colombo. Passengers' accommodation in which vessel is second before departure from Hongkong.  
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Mariner, due in London on 1st December.  
 Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 S. A. HEWETT,  
 Superintendent.  
 Hongkong, 5th October, 1906. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
 STEAM FOR  
 FIUME AND TRIESTE (DIRECT).  
 Calling at MANILA, SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.  
 (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERMAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
 THE Company's Steamship  
 "PERSIA."  
 Captain Craglietto, will be despatched as above TO-DAY, the 20th inst.  
 This Steamer has special accommodation for passengers, electric light and carries a doctor.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & Co.,  
 Agents,  
 Princes Buildings,  
 Hongkong, 3rd Oct. 1906. [3]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	MANILA	Brit. str.	—	A. W. Anderson, R.N.R.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP	GLORIAN	Brit. str.	—	Houghlon	McGregor Bros. & Gow	On 31st inst.
LONDON & ANTWERP	MEMORONTHSHIRE	Brit. str.	—	Lancelia	SHEWAN, TOMES & Co.	About 15th Nov.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TOURANE	Frenc. str.	—	von Bizer	MELCHERS & Co.	On 30th inst., at 1 p.m.
BRITISH, VIA PORTS OF CALL	NIROBAR	Dan. str.	—	Girtenbrun	MELCHERS & Co.	About 30th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	PRINZ LUDWIG	Ger. str.	—	Filles	HAMBURG-AMERIKA LINIE	On 24th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	HAMBURG	Ger. str.	k.w.	Schonfeldt	HAMBURG-AMERIKA LINIE	On 10th Nov.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BURGAVIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 24th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	Craglietto	SANDER, WIELER & Co.	On 16th Nov.
TRIESTE, &c., via MANILA, &c.	SITHONIA	Ger. str.	k.w.	Cowley	MELCHERS & Co.	On 24th Nov.
NEW YORK VIA PORTS & SUEZ CANAL	PERIA	Aus. str.	—	DODWELL & Co., Ltd.	ADWELL & Co., Ltd.	About 16th Dec.
NEW YORK	PETHONIA	Rus. str.	—	ARNOLD, KARBURG & Co.	SHEWAN, TOMES & Co.	About 2nd Nov.
NEW YORK VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	—	ARNOLD, KARBURG & Co.	CANADIAN PACIFIC R. Co.	About 13th Nov.
VANCOUVER VIA SHANGHAI JAPAN, &c.	YEDDO	Brit. str.	—	SHEWAN, TOMES & Co.	DODWELL & Co., Ltd.	About 20th Nov.
VANCOUVER VIA SHANGHAI JAPAN, &c.	BRASMAH	Am. str.	1 m.	W. E. C. S. Finner	TOYO KISEN KAISHA	To-day, at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TARTAR	Brit. str.	2 m.	Helms	OTR, LIVINGSTON & Co.	On 25th inst., at 4 p.m.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	SHAWMUT	Am. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 24th inst.
AUSTRALIAN PORTS VIA MANILA	KASATO MARU	Jap. str.	—	G. Wendig	MELCHERS & Co.	On 22nd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	Schonfeldt	HAMBURG-AMERIKA LINIE	On 22nd inst.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	1 m.	E. W. Bisco	P. & O. S. N. Co.	About 24th inst.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	SEGOVIA	Ger. str.	k.w.	Brouwer	JAYA-CHINA-JAPAN LINE	Quick despatch
KOBE & YOKOHAMA	SEGOVIA	Ger. str.	k.w.	JARDINE, MATHESON & Co.	HAMBURG-AMERIKA LINIE	To-day
JAPAN VIA SHANGHAI	SEGOVIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	To-day
TIENSIN	SEGOVIA	Ger. str.	k.w.	Miller	BUTTERFIELD & SWIRE	On 23rd inst., Daylight.
SHANGHAI, KORE & YOKOHAMA	KUKIANG	Brit. str.	1 m.	Spencer Wilde	JARDINE, MATHESON & Co.	On 23rd inst.
SHANGHAI & CHINKIANG	HANGCHOW	Brit. str.	1 m.	F. Namoto	OSAKA SHOSHEN KAISHA	On 27th inst., at 10 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	Ger. str.	—	H. Ohta	OSAKA SHOSHEN KAISHA	On 25th inst., Daylight.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHIMOKI MARU	Jap. str.	—	S. Ito	OSAKA SHOSHEN KAISHA	On 31st inst., at 10 a.m.
SHANGHAI, KOBE, YOKOHAMA, &c.	HIEM VIA	Jap. str.	—	A. E. Hodgkin	DOUGLAS LAFRAIK & Co.	On 23rd inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SAN DOMINGO	Dan. str.	—	A. G. Smith	JARDINE, MATHESON & Co.	On 27th inst., at Noon.
SHANGHAI VIA SWATOW & AMOY	JOHN MARU	Jap. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 3rd Nov., at Noon.
AMOI & YOKOHAMA	MANAN MARU	Jap. str.	—	W. D. A. Thomas	DAVID SASSOON & Co., Ltd.	On 23rd inst., at 3 p.m.
AMOI & YOKOHAMA	FUJIKU MARU	Jap. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co.	On 27th inst., at 3 p.m.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.			
MANILA	LOONGSANG	Brit. str.	1 m.			
MANILA	TEAN	Brit. str.	—			
MANILA	ZABRO	Brit. str.	—			
MANILA	RUBI	Brit. str.	—			
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—			
SINGAPORE, PENANG & CALCUTTA	NANSANG	Brit. str.	—			

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

\* MANILA "LOONGSANG" ... Saturday, 20th Oct., 4 p.m.  
 \* SHANGHAI "HANGSANG" ... Tuesday, 23rd Oct., daylight.  
 \* TIENSIN "CHIPSING" ... Thursday, 25th Oct., 4 p.m.  
 \* SINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Saturday, 27th Oct., 3 p.m.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 \* Taking Cargo on Through Bills of Lading to Chifoo, Tientsin, Nanchang & Yangtze

For Freight or Passage, apply to  
 HONGKONG, 18th October, 1906. JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 27th Oct., Noon.
RUBI	2540	R. Almond	Manila.	On 3rd Nov., Noon.

For Freight or Passage apply to  
 SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.  
 Hongkong, 20th October, 1906. [15]

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "BRAEMAR" ... About 20th November.  
 For freight and further information apply to  
 SHEWAN TOMES & CO.,  
 GENERAL AGENTS.  
 Hongkong, 9th October, 1906. [19]

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

## PROJECTED SAILINGS FROM HONGKONG.

DESTINATION STEAMERS DATE OF SAILING  
 MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, RUSSIAN AND GERMAN BALTIC PORTS "NIROBAR" ... On or about 30th Oct.  
 SHANGHAI, YOKOHAMA, KOBE and VLADIVOSTOCK "SAN DOMINGO" ... On or about 5th Nov.  
 ODESSA "CAMBODIA" ... On or about 3rd Dec.  
 "PETRONIA" ... On or about 10th Dec.

For Further Particulars apply to  
 MELCHERS & CO.,  
 AGENTS.  
 Hongkong, 17th October, 1906. [137]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA, B.C., AND TACOMA  
 VIA  
 MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 24th October.
TREMONT	9,606	T. P. Garlick	On 20th November.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw S.S. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.  
 For further information apply to—  
 DODWELL & CO., LIMITED,  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS,  
 Hongkong, 2nd October, 1906. [17]

## HAMBURG-AMERIKA LINIE

## PASSENGER SERVICE.

By the new steamers, "RHEINANIA," "HAMBURG," "HOHENSTAUFEN," and the "SCANDIA" and "SILEBIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation. First-class Cabin 2 midship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardess carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.  
 FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENSIN VIA SHANGHAI).  
 RHEINANIA ... Capt. v. Hoff ... 1st November  
 HOHENSTAUFEN ... Jaeger ... 2nd December  
 SILEBIA ... Balle ... 2nd January  
 SCANDIA ... v. Doshren ... 1st February

NEXT SAILINGS HOMEWARD.  
 FOR SINGAPORE, PENANG, COLOMBO, ALEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.  
 HAMBURG ... Capt. Filler ... 2nd November  
 RHEINANIA ... v. Hoff ... 14th December  
 HOHENSTAUFEN ... Jaeger ... 11th January  
 SILEBIA ... Balle ... 8th February  
 SCANDIA ... v. Doshren ... 22nd March  
 HAMBURG ... Filler ... 5th April

FREIGHT SERVICE.  
 NEXT SAILINGS OUTWARD.  
 FOR SHANGHAI, KOBE & YOKOHAMA ... 20th October  
 FOR YOKOHAMA & KOBE ... 22nd October  
 FOR SHANGHAI, KOBE & YOKOHAMA ... 1st November  
 FOR SHANGHAI, KOBE & YOKOHAMA ... 13th November

NEXT SAILINGS HOMEWARD.  
 VIA STRAITS, COLOMBO AND ADEN.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLAGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

\* HAMBURG ... FOR HAVRE & HAMBURG ... 2nd November  
 TEUTONIA ... FOR ANTWERP & HAMBURG ... 10th November  
 BRISGAVIA ... FOR HAVRE, BREMEN & HAMBURG ... 16th November  
 SEGOVIA ... FOR HAVRE & HAMBURG ... 20th November  
 SITHONIA ... FOR HAVRE & HAMBURG ... 30th November  
 Hongkong, 17th October, 1906. [12]

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"CATHERINE APCAR."  
 Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, 23rd inst., at 3 p.m.  
 For Freight or Passage, apply to  
 DAVID SASSOON & Co., Ltd.,  
 Agents.  
 Hongkong, 16th October, 1906. [1898]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, (TASMANIA, &c.))

## THE Steamship

"EMPIRE."  
 Captain Helms, will be despatched for the above Ports on SATURDAY, 27th inst., at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh F. provisions, ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & Co.,  
 Agents.  
 Hongkong, 5th October, 1906. [1859]

## "GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

## THE Steamship

"GLENBARN."  
 Captain Houghlon, will be despatched as above on WEDNESDAY, the 31st inst.  
 For Freight, apply to  
 MCGREGOR BROS. & GOW.  
 Hongkong, 17th October, 1906. [1336]

## COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADELAIDE, Marseilles, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## THE Steamship

"TOURANE."  
 Captain Lancelia, will be despatched for MARSEILLES, on TUESDAY, the 30th October, at 1 p.m.  
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "AUSTRALIE" ... 13th Nov.  
 S.S. "TONKIN" ... 27th Nov.  
 S.S. "ERNEST SIMONS" ... 11th Dec.  
 S.S. "POLYNESIE" ... 25th Dec.  
 S.S. "CALEDONIE" ... 8th Jan.  
 G. de CHAMPEAUX,  
 Agent.  
 Hongkong, 17th October, 1906. [2]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, About 1906

"SHIMOSA" ... 2nd Nov.  
 "GHAAZE" ... 24th Nov.  
 For Freight and further information, apply to  
 DODWELL & CO., LTD.,  
 Agents.  
 Hongkong, 18th October, 1906. [787]

## THE AMERICAN &amp; ORIENTAL LINE

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

## THE Steamship

"YEDDO."  
 Captain Cowley, will be despatched for the above Port on or about the 13th November.  
 For Freight, apply to  
 ARNOLD, KARBURG & Co.,  
 Agents.  
 Hongkong, 4th October, 1906. [1253]

## "SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

## THE Steamship

"MERIONETHSHIRE."  
 Will be despatched for the above Ports on or about the 15th November, and will be followed by the Steamship  
 "LINTSHIRE."  
 On or about the 20th November.  
 For Freight and Passage, apply to  
 SHEWAN, TOMES & Co.,  
 Agents.  
 Hongkong, 17th October, 1906. [1384]

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.

Regular Steamship Service between Hongkong, CALAO and IQUIQUE via JAPAN PORTS.

Steamer Tons To Sail.  
 "KASATO MARU" 6,000 Middle of Dec.  
 Capt. W. E. C. S. Finner.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried board.

For further information, apply to  
 K. MATSUDA,  
 Manager,  
 York Building,  
 Hongkong, 5th October, 1906. [1616]



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
KOBE and YOKOHAMA	CEYLON Capt. G. W. Baber, R.N.R.	About 19th October	Freight and Passage.
LONDON, &c. via Suez	DELHI Capt. J. D. Andrews, R.N.R.	Noon, 20th October	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA Capt. A. W. Anderson, R.N.R.	About 24th October	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJI and KOBE	SUMATRA Capt. E. W. Bruce	About 28th October	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 17th October, 1906.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"TAIYUAN"	On 20th October.
SHANGHAI and CHINKIANG	"KIUKIANG"	On 22nd October.
MANILA	"HANGCHOW"	On 23rd October.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TEAN"	On 23rd October.
	"TAIYUAN"	On 12th November.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,  
AGENTS.**

Hongkong, 19th October, 1906.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMU VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. Ohta	SUNDAY, 21st Oct., at DAYLIGHT.
TAMU VIA SWATOW AND AMOY	"MASAN MARU" Capt. I. Sakurai	SUNDAY, 28th Oct., at DAYLIGHT.
SHANGHAI VIA SWATOW AND AMOY	"SHOSHU MARU" Capt. T. Nakoto	SATURDAY, 27th Oct., at 10 A.M.
ANPING VIA SWATOW AND AMOY	"SHOSHU MARU" Capt. S. Izo	WEDNESDAY, 31st Oct., at 10 A.M.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsides. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th October, 1906.

T. ABIMA, Manager.

# PASSENGER SEASON 1907.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF  
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL  
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.  
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE  
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,  
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906.

1899

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 7th November
ROON	WEDNESDAY 21st November
BUELOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
ONEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February

ON WEDNESDAY, the 24th day of OCTOBER, 1906, at NOON, the Steamship  
"PRINZ LUDWIG," Captain von Binzer, with MALES, PASSENGERS, SPECUL  
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd Oct. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 23rd Oct. and Parcels  
will be received at the Agency's Office until NOON, on TUESDAY, the 23rd Oct.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamship has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	261 0 0	242 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	55 0 0	44 0 0	24 0 0
return	97 0 0	58 0 0	36 0 0

\* TO NEW YORK VIA SUEZ  
via NAPLES, GENOA or GIBRALTAR

return

64 0 0 44 0 0 26 0 0

115 0 0 79 0 0 47 0 0

via BREMEN or SOUTHAMPTON

return

123 0 0 83 0 0 49 0 0

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar  
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from  
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT.

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

# JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
SANDAKAN	MONDAY, 22nd Oct.
WILLERHAD	TUESDAY, 13th Nov.
PRINZ SIGISMUND	TUESDAY, 11th Dec.

ON MONDAY, the 22nd OCTOBER, at NOON, the Steamship "SANDAKAN,"  
Captain G. Wendig, with Males, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50—	\$30—	\$20—
return	\$50—	\$30—	\$20—
TO NEW GUINEA	\$28—	\$18.10	\$14.00
return	\$28—	\$18.10	\$14.00
TO SYDNEY	\$30—	\$20—	\$14—
return	\$30—	\$20—	\$14—
TO MELBOURNE	\$34.10	\$24.10	\$16—
return	\$34.10	\$24.10	\$16—
TO YOKOHAMA	\$80.00	\$50.00	\$40.00
return	\$80.00	\$50.00	\$40.00
TO KOBE	\$85.00	\$55.00	\$45.00
return	\$85.00	\$55.00	\$45.00
TO YOKOHAMA and back to KOBE	\$140.00	\$100.00	\$80.00

Through Rates of Passage Money from Hongkong: 1st Class

To EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer 297—9 0.

To EUROPE via AUSTRALIA and AMERICA 36—0 0.

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San  
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN &amp; AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"HOON"	Wednesday, 24th Oct.
YOKOHAMA and KOBE	"WELLEHAD"	Wednesday, 24th Oct.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW"	Wednesday, 7th Nov.

\* Loading Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,  
P. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

	1st Class
To London via Plymouth or Southampton	282 0 0.
To Bremen	63 10 0.
To Paris via Cherbourg	65 0 0.
To Naples, Genoa via Gibraltar	65 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

# CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 days Across the Pacific is the "EMPERESS LINE," Saving 5 to 10 days Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
15 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	" SATURDAY, 20th Oct.	12th Nov.	
"EMPERESS OF CHINA"	5,900	" THURSDAY, 25th Oct.	12th Nov.	
"EMPERESS OF INDIA"	5,900	" THURSDAY, 22nd Nov.	10th Dec.	
"ATHENIAN"	3,882	" WEDNESDAY, 23rd Nov.	22nd Dec.	
"EMPERESS OF JAPAN"	5,900	" THURSDAY, 20th Dec.	7th Jan.	
"MONTEAGLE"	5,163	" WEDNESDAY, 25th Dec.	19th Jan.	

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at Quebec with the Company's NEW "PALATIAL" "EMPERESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA  
and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 280; via New York 282.  
Intermediate on Steamers, 1st Class, 240, 2nd Class, 242.  
and 1st Class Railways, 1st Class, 240, 2nd Class, 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate  
passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent,  
Corner Pender Street and Praya opposite Blake Pier.

# Gutler, Palmer & Co.'s



SHIPPERS

Gutler, Palmer &amp; Co., London.

AGENTS

SIEMSEN &amp; CO.

HONGKONG.

# Cunliffe, Russell & Co.

10 &amp; 12, Place de la Bourse.

SECURITIES ISSUED BY PARIS

European Gov'ts and Municipalities offering

prospective returns.

To be purchased for cash or on  
"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest-established  
firm of dealers in Premium Bonds in the  
world, offer advantages absolutely un-  
obtainable elsewhere. Bonds guaranteed.  
Exceptional facilities for payment. Names  
checked after every Drawing. Results of Draw-  
ings in English. Holders of drawn Bonds ad-  
vised at once. Prizes collected free of charge.  
Bonds purchased "at sight." Loans granted  
on Premium Bonds. Services continue until  
last Bond drawn. All transactions confidential.

1556.

# RIGAUD'S OF EXTRACT WHITE VIOLET

The only perfume of white  
violets which is strong, perma-  
nent and fully equal to the deli-  
cate, freshness of these modest  
little flowers.

Ask for and accept no other  
but RIGAUD'S WHITE VIOLET  
famous for being the sweetest and  
most lasting of violet perfumes.

Sold in 1 ounce bottles.  
V. RIGAUD, 8, rue Vivienne, PARIS.

1165-6

# PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND  
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,

AGENTS.

Hongkong, 13th October, 1906.

1906

# VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. P. R. Adams  
Mr. C. H. Allen  
Mr. R. Anderson  
Mr. H. W. Andrews  
Mr. J. P. P. J. J.  
Mr. J. A. J. J.  
Mr. G. P. J. J.  
Mr. W. S. Bailey  
Mr. A. S. B. B.  
Mr. H. G. B. B.  
Mr. W. B. B. B.  
Mr. H. F. B. B.  
Mr. J. F. B. B.  
Mr. L. F. B. B.  
Mr. M. F. B. B.  
Mr. N. F. B. B.  
Mr. O. F. B. B.  
Mr. P. F. B. B.  
Mr. Q. F. B. B.  
Mr. R. F. B. B.  
Mr. S. F. B. B.  
Mr. T. F. B. B.  
Mr. U. F. B. B.  
Mr. V. F. B. B.  
Mr. W. F. B. B.  
Mr. X. F. B. B.  
Mr. Y. F. B. B.  
Mr. Z. F. B. B.

Mr. R. K. Hunter  
Mr. F. L. Hunt  
Mr. G. H. Hunt  
Mr. J. P. J. J.  
Mr. L. A. J. J.  
Mr. M. A. J. J.  
Mr. N. A. J. J.  
Mr. O. A. J. J.  
Mr. P. A. J. J.  
Mr. Q. A. J. J.  
Mr. R. A. J. J.  
Mr. S. A. J. J.  
Mr. T. A. J. J.  
Mr. U. A. J. J.  
Mr. V. A. J. J.  
Mr. W. A. J. J.  
Mr. X. A. J. J.  
Mr. Y. A. J. J.  
Mr. Z. A. J. J.

Mr. J. B. B. B.  
Mr. K. B. B. B.  
Mr. L. B. B. B.  
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Mr. J. B. B. B.  
Mr. K. B. B. B.  
Mr. L. B. B. B.  
Mr. M. B. B.











